

MHC Reconnaissance Survey Town Report

SOUTHAMPTON

Report Date: 1982

Associated Regional Report: Connecticut Valley

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

The activity that is the subject of the MHC Reconnaissance Survey Town Report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C., 20240.



MASSACHUSETTS HISTORICAL COMMISSION
William Francis Galvin, Secretary of the Commonwealth
Chair, Massachusetts Historical Commission
220 Morrissey Blvd.
Boston, MA 02125
www.sec.state.ma.us/mhc
mhc@sec.state.ma.us / 617-727-8470

MHC RECONNAISSANCE SURVEY REPORT

DATE: DECEMBER, 1982

COMMUNITY: SOUTHAMPTON

I. TOPOGRAPHY

Southampton is situated in the Connecticut River Valley. The eastern portion of the town consists of lowlands and moderate uplands with elevations ranging between 150' and slightly less than 600'. The most prominent point is Little Mountain (571') located in Southampton's geographical center. The terrain becomes increasingly rugged and elevations more pronounced west of Little Mountain. This area is dominated by a complex of uplands that frequently reach over 800'. Pomeroy Mountain is the highest peak extending 1002' above sea level. A portion of these uplands have been inundated by construction of the Tighe Carmody Reservoir near the Southampton/Westhampton border in the 20th century. This reservoir and the White Reservoir in northwestern Southampton (extends into Westhampton) are fed by the Manhan River, the town's largest river. The Manhan enters from Westhampton and flows south into Westfield. At this point, the river doubles back into Southampton and eventually drains into the Connecticut River in Holyoke. Locally, the Manhan River is fed by several brooks. Drainage is good except for several scattered tracts of marshland. Aside from Southampton's two reservoirs, the only freshwater bodies are two mill ponds and Pequot Pond situated in the southeastern corner of town. The last pond is part of a freshwater complex that extends into northeastern Westfield and encompasses three additional ponds.

II. POLITICAL BOUNDARIES

Originally included as part of Northampton plantation (1654) extending south to Westfield (1669) with eastern boundary at Country Road with Springfield (Holyoke) by 1685. Granted as New Precinct in 1730 with division on Town Plot Hill. Established as Second Precinct of Northampton called New Hampton in 1741 and as Southampton district in 1753. Southern boundary extended in 1749 with Westfield annex around Hampton Ponds and western boundary defined in 1765 with Murrayfield (Norwich-Huntington). Incorporated as town of Southampton in 1775 with northern boundary at Westhampton line in 1778. Lower valley of Manhan River along Pomeroy Meadows included within East Hampton district in 1785 with boundary established as Easthampton town line in 1809, including later adjustments around Lead Mine-Loudville area during 1841-50.

III. HISTORIC OVERVIEW

Rural suburban town on secondary corridor between Northampton and Westfield. Located along Manhan River at edge of western uplands with native connections to Connecticut River and possible site locations around Pomeroy Meadow. Settled from Northampton during

mid-18th century with civic focus established on Town Hill along College Highway (Route 10). Colonial agriculture developed along Manhan valley with several notable houses of early plan in period settings on outlying roads and well-preserved high Georgian example in town center with landmark late 18th century meetinghouse of remodeled design. Limited industrial potential during Federal period with small craft village intact at Russellville and site of early leadmine shaft near Loudville (Westhampton). Manhan valley developed as canal and railroad corridor during early 19th century with remains of original lock and period craft factory at College Highway bridge (Lockville). Farming remained as primary activity on Pomeroy Meadows through 19th century with some surviving tobacco barns. Town center maintained as civic focus with array of period suburban houses on East Street axis to depot, including Victorian brick houses and school. Development of recreational potential from Holyoke during early 20th century with summer cottages on Hampton Pond and water supply at White Reservoir in western hills. Present growth obvious along College Highway (Route 10) from Easthampton with suburban development nearly complete on Pomeroy Meadow and Country Road. Town center retains authentic historic fabric despite Route 10 traffic volume, while western upland being developed for secluded suburban sites.

IV. CONTACT PERIOD (1500-1620).

A. Transportation Routes:

Secondary corridor between Connecticut River and Woronoco (Westfield River) along Manhan River valley. Primary north-south trail apparently followed Country Road-North Line Street along base of Mount Tom to Pequot (Hampton) Pond (Czelusniak, 1975, p.228). Alternate route along Manhan valley likely followed course of Route 10 to Southampton Center around Town Hill as High Street with fordway at Lockville and south as Brickyard Road. Connecting branches are conjectured along Pomeroy Meadow-Glendale Roads to North Branch fordway and along Fomer-Russellville Roads to Alder Meadow Brook. East-west trails to highlands are difficult to locate, possibly surviving as routes around Pomeroy Mountain to Blue Meadow Brook and sections of Fomer Road to Breakneck Brook. Secondary connectors to Country Road from Manhan River likely followed Gunn Road fordway and sections of East Street.

B. Settlement Patterns:

The only evidence of native occupation were six undated native sites located on the uplands east of the Manhan River. However, there was probably native period settlement in the intervale extending between Pomeroy Mountain and Little Mountain, and the fertile lowlands south and east of the latter mountain. Short-term hunting camps were likely established on local uplands and marshlands.

C. Subsistence Patterns:

Native horticulture was probably restricted to the intervale and lowlands of central Southampton. Hunting and fishing likely occurred in the town's uplands, marshlands and adjacent to the area's several water sources, particularly the Manhan River and Westfield Pond.

D. Observations:

Native period settlement was probably moderate in Southampton with most of it focusing in the town's fertile lowlands. The more varied resource base of nearby Northampton and Westfield would have tended to attract much more active settlement. Local political/cultural affiliation probably was with the Woronocos centered in Westfield or the Norwotucs seated in Northampton and Hadley. The greatest potential for extant native sites should occur in the interval between Pomeroy and Little Mountains and the lowlands south of Fomer Road, north of the village of Northampton and Westfield Pond.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes:

Primary north-south path from Northampton to Westfield improved as Country Road with possible alternate along Manhan River as Route 10 corridor along Pomeroy Meadow.

B. Population:

It is unclear if there was a period native population. Southampton lacked a permanent colonial population until the late 1720s.

C. Settlement Patterns:

No information regarding native or colonial period settlement patterns.

D. Economic Base:

Colonial residents of Northampton probably harvested timber in the area's woodlands and utilized the lowlands and moderate uplands for livestock grazing.

E. Observations:

As part of Old Northampton's undivided common lands, the Southampton area functioned primarily as a colonial and native resource area. Colonial settlement of Southampton was discouraged by its vulnerability to native attack.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Establishment of Town Plot Hill (1730) created division highways around Southampton Center. Primary north-south axis laid out as Ten Rod Road along Little Mountain with remnant traces evident in Cold Spring Road (Czelusniak, 1975, p.15, 1751 map endpaper). Central division grid set on Town Plot Hill as axis of Main Street (Route 10) with cross axis as Maple-East Streets. Radial highways from meetinghouse center included College Highway south (Route 10), Moose Brook, Strong, Pleasant and Whiteloaf Roads in eastern hills, and Fomer and Crooked Ledge Roads to western uplands. Secondary

network of highways laid out around Pomeroy Meadow including Wolcott, Rattle Hill and Glendale Roads. Major north-south highway from Northampton to Westfield relocated through Southampton Center as Route 10 (by 1750).

B. Population:

It is doubtful there was a permanent native population inhabiting Southampton after the initiation of large scale colonial settlement in the 1730s..

In 1743, the settlement consisted of approximately 63 adults. By 1765, the community consisted of 66 houses, 76 families and 437 individuals. The community had grown to 740 residents from the preceding figure by 1776. The vast majority of Southampton's period settlers were former Northampton inhabitants.

C. Settlement Patterns:

Post-1730 native occupation of Southampton was probably restricted to the uplands situated in the town's western and eastern periphery.

The first colonial settlement took place in 1730 with the assignment of lots to 31 proprietors. Each individual received a 20 acre house lot in addition to 60 acres of timber and grazing land. Property selection was determined by lot. Settlement was nucleated with homes congregating along High, Main, East, Center and Elm Streets. By the mid 1760s, this area had developed into a multi-purpose center. The first meetinghouse was erected in 1737 (completed in c.1752) near the junction of High and Maple Streets. Southampton's first schoolhouse was established in c.1750 on the present site of the World War Memorial. In the mid 1740s, a pallisade was built around the minister's home situated in the center of the village of Southampton as a community refuge from native attack. Similar alterations were made on John Bascomb's home located immediately east of the junction of Main and Center Streets. At least one tavern and a blacksmith shop were established by c.1765 in the settlement node (details provided in Economic Base section). Scattered early period settlement occurred west, south and north of the community center. Homes were erected on Crooked Ledge, Fomer, Brickyard Roads, College Highway, Strong, Gunn, Pomeroy Meadow and Rattle Hill Roads between 1733 and 1737. Additional settlement outside the community center took place along these routes in the 1760s and 1770s.

D. Economic Base:

The colonial economy focused primarily on agriculture. The best cropland was situated immediately east and south of Little Mountain. Crop production came to a standstill during the native attacks of the mid to late 1740s. Provisions were purchased from outlying settlements. Lumbering was undertaken by most farmers in the town's woodlands during the winter months. Local industrial development

occurred early in the Colonial period and was relatively widespread for such a moderate sized community. The first industrial operation pre-dated colonial settlement. In 1679, operation of a lead mine was begun by several Northampton residents on the Southampton/Easthampton border immediately west of Lead Mine Road. The facility reached its peak in the 1770s, when it consisted of six ore crushers and one large smelting furnace. By this date the mine reached 900' in length. During the Revolution, the operation was administered by Ethan Allen. A number of period mill operations were scattered about Southampton. The first mill (sawmill) was erected in the early 1730s on the Manhan River "east of College Highway and north of the railroad tracks" (Andrews & Melanson 1975:179). Isaac Parsons built a sawmill on the Manhan River "in the Northwest part of town" (Sylvester 1879:I, 305). A third sawmill was established by Obadiah Frary on the Manhan River at its junction with Gunn Road in the 1750s. Operation of an additional sawmill was begun between 1772 and 1774 at the Manhan River's intersection with Manhan Road. A mill was constructed in c.1770 on a brook north of Eldad's Hill, (possibly Blue Meadow Brook at its junction with Fomer Road). Additional pre-1775 mills may have been located on the Manhan River near its junction with College Highway and north of Russellville. The town's first blacksmith shop was established by Mark Nobles in 1764 at the intersection of Pomeroy Meadow and College Roads. A second shop was opened in c.1773 by Paul Sheldon on College Highway near its junction with Clark Street. Obadiah Frary, in addition to operating a sawmill, gained prominence as a clock maker between 1745 and 1775. Lemuel Pomeroy operated a gunsmith shop in his residence/tavern located on County Road North, a short distance north of its junction with East Street. Southampton had commercial contacts with a number of communities, including Westfield and Boston.

E. Architecture:

Residential: Approximately a dozen houses of the Colonial period survive in Southampton. These include an almost equal number of cottages and houses. All of the surviving period structures known employed center chimney plans and all exhibit five bay facades with center entrances. The earliest houses surviving are dated to the 1730s and '40s. These include the Eleazar Hannum House (c.1734), the Ebenezer Kingsley House (c.1730), the Elisha Pomeroy cottage (c.1743) and the Jonathan Judd House (c.1743). Given the fact that the first permanent settlement of the area occurred c.1732 and that the town remained at risk from Indian attack until the 1750s, the early dates of these houses are somewhat open to question. There is no doubt, however, that most of the houses ascribed to the Colonial period were, in fact, built in the 18th century. The Hannum and Kingsley Houses are both of note. Both incorporate end gable and second story overhangs and integral lean-tos, all features commonly used on mid-18th century houses in the region. One other house in the town (Israel Sheldon House, 1768) also exhibits the end gable and second story overhangs, but has an added

rather than integral lean-to. All other period houses are simple vernacular farmhouses with gable roofs and the standard five bay, center entrance facade; only one gambrel roofed cottage (Asahel Birge 1772) is known. In general the town's Colonial houses are located in isolated, scattered locations rather than clustered at the town center. Examples were observed on Crooked Ledge and Gunn Roads, East Street and Route 10.

Institutional: The first meetinghouse was begun in 1737 but not completed until 1752. No details of its construction are known.

F. Observations:

By the end of the Colonial period, Southampton had developed one of the more diversified economies within the Connecticut River Valley study unit. The community's rapid economic development was accomplished despite its relatively late settlement date and the economic dislocation suffered during the native attacks of the mid to late 1740s. A detailed examination should be made of the lead mine operation particularly since it was the earliest and most extensive undertaking of this type established in the study unit. Efforts should also be made to secure the site's protection from development and pothunting. There is an excellent probability of surviving archaeological remains of period residences and industrial facilities in the areas outside the village of Southampton.

VIII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Primary north-south highway through Southampton Center remained as Route 10 from Easthampton to Westfield. Attempted improvement of Manhan River corridor with New Haven and Northampton Canal as projected construction along valley lowlands (1826-29).

B. Population:

Southampton's population in the Federal period rose by 50% between 1790 and 1830 (somewhat less than the 60% county average) peaking in 1830 at 1244 persons. Most of the period's growth was in the two decades 1790-1810, accounting for 82% of the period's rise 1790-1830.

C. Settlement Pattern:

Southampton Center remained as civic focus with primary agriculture maintained along Manhan River valley to Pomeroy Meadow and upland farms gradually abandoned in western section. Secondary craft village formed at Russellville along upper Manhan River with crossroads settlement at Swanson Corners on College Highway (Route 10).

D. Economic Base:

Economy largely agricultural, though lead mine activity revived in 1809 when new owners, including Thomas H. Perkins of Boston, reopened

the mines. The chief feature constructed at this time as a 1147-foot adit excavated to drain water from the main shaft. It was made into a navigation adit by damming its mouth so as to flow back the water, maintaining a sufficient depth to float boats in and out of the mine. Mining activity came to an end in 1828.

Both sandstone (eastern part of town) and granite (west part) were quarried intermittently; local sandstone was used in canal lock construction, granite in the adjacent, later railroad.

In addition to 10-12 saw and grist mills in operation during the period, there were three small tanneries; Joseph Russell erected a carding machine (and later a satinnet mill) at what would later become Russellville.

E. Architecture:

Residential: At least a dozen Federal houses and cottages are known to survive in Southampton. The center chimney plan predominates for both houses and cottages. Approximately a half-dozen center hall plan houses and cottages, with either end or double interior chimneys are also known. Most of the period structures were built before 1810, with a number of houses built in the 1790s. The most outstanding house of the period (and one of the finest ever built in the town) is the Doctor Sylvester Woodbridge House, known as Woodbridge Hall, built in 1793. The house is a three-story gambrel-roofed structure with double interior chimneys and elaborate late Georgian trim, including bulls-eye windows in the gable ends, corner quoins, a Palladian entrance surround and deep, molded lintels. In form and detail, Woodbridge Hall is closely related to the Colonel Ruggles Woodbridge House () in South Hadley, the home of Dr. Woodbridge's parents. The majority of the remaining houses in the town are much more simply executed. Although many exhibit wide entrances with double leaved doors, none of the houses retain the fully developed Connecticut Valley door with broken scroll pediment; rather, straight entablatures, some supported with triple consoles, were used. Houses with this entrance form include the Zopher Searle House (1792), the Jonathan Judd, Jr. House (1803) and the Stephen Wolcott House (1813). Hip roofs were fairly common, especially for end and double chimney houses. For cottages, the use of the gambrel roof was also common. Examples include the Chapman (1797) and Coleman (1805) cottages.

Institutional: The first meetinghouse was taken down in 1788 and the present meetinghouse was built on its foundations. William Baldwin and Calvin Torrey built the structure, which is a two-and-a-half story transitional Georgian to Federal meetinghouse with a shallow projecting square end tower and two stage octagonal belfry with dome. In 1828, the Sheldon School was founded. By 1830, five schoolhouses had been built in the town; none of these have survived.

Commercial: At least one tavern is known to have operated in the town in the Federal period. That was the Perez Clapp Tavern (ca.1788) which stood, until it burned in 1914, opposite the meetinghouse at the town center. The Tavern consisted of a two story, three bay section of the 1757 meetinghouse, moved to the site and appended to a pre-existing center chimney house (Abraham Bascom House) when the first meetinghouse was taken down in 1788.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Continued improvement of Manhan River corridor with completion of New Haven and Northampton Canal (1835). Remnant segments survive along Pomeroy Meadow and portions of lockgate at Route 10 bridge (Lockville) with Brickyard Road. Failure of Hampshire and Hampden canal and abandonment (1847) with replacement by Westfield and Northampton Railroad (1856) along Manhan valley corridor (now disused).

B. Population:

Southampton's population peaked in 1830 at 1,244 persons. Though it never fell far below this point in the period, the resident count fluctuated between 1060 and 1216.

Of the total population, 6.6% were foreign-born in 1855, about half the county average though not far from the percentages of Westhampton and Huntington. Of this group, 72% were Irish, while another 24% were natives of England.

C. Settlement Pattern:

Civic focus remained at Southampton Center with secondary development of industrial activities along Northampton Canal (Lockville) and railroad at East Street and College Highway (Route 10). Agriculture expanded along Manhan River valley with introduction of commercial tobacco production on Pomeroy Meadow. Russellville continued as secondary industrial settlement with highway village at Swanson Corners.

D. Economic Base:

Economy remained largely agricultural, though numerous attempts were made to introduce commercial or manufacturing activity. Among the earliest was the construction through town of the Hampshire and Hampden Canal (in operation 1835-47). Three of the town's four locks were at Lyman Pond, and with the establishment there of a canal hotel and warehouse (both standing), the village took on the name of Lockville. Samuel Williston, presumably in the 1840s, attempted to locate his button factory here, but the local conservative fears of rowdy millworkers forced his attentions to Easthampton.

Pomeroy's Meadows, flat land along the Manhan River, were among the most productive brick lands in the county. In 1837 the \$1000 value

of product there is the only recorded evidence of a brickyard in Western Massachusetts that year (surely evidence of oversights on the part of the enumerators); in 1845, the brickyard product was valued at \$15,000 -- 78% of the entire county production, though only five men were employed. Ten years later the figure had fallen to 13%. In the 1850s, under the influence of Westfield immediately to the south, Russellville began a career in whip manufacture. By 1875 there were three whip shops in operation there, that year representing the town's largest industry.

The town's greatest endeavor, however, appears to have been the reopening of the lead mines in the 1860s. The 4000-foot lode was pronounced by geologists to be "without a parallel for magnitude and richness....one of the largest and most productive lead veins ever discovered." Ore even at the ground surface yielded 76% lead and the new owners expected to mine ore at little expense. A new shaft was dug (the "New Engine Shaft," actually in Easthampton), new shops and crushing mill built, and for two years the Hampton Mining and Smelting Company worked the mines on a large scale, employing about 150 men, mostly French Canadians. Despite the new enthusiasm, however, output could not pay expenses and the corporation went bankrupt in 1865.

Agricultural products included some tobacco, apples, and butter.

There were, in the mid '50s, about a dozen sawmills and large quantities of lumber were prepared and sent to neighboring towns.

E. Architecture:

Residential: A number of houses and cottages were built in Southamton, most probably in the 1850s and '60s. Clusters of period houses were observed at Southamton Center, on High Street and on Route 10, and at Russellville. Individual houses of the period were noted in scattered locations on Middle and Gunn Roads, Maple and East Streets and Pomeroy Meadow Road. Almost all of the houses observed were built in the Greek Revival style, with the sidehall plan predominating for both houses and cottages. In addition to the town's sidehall Greek Revival residences, a few center hall double chimney houses and a number of center hall cottages, either with center or double chimneys, were observed. By the end of the period, sidehall plan houses with large side ells were also being built. Many houses incorporate Greek Revival entrance surrounds with corner blocks. Brick was a fairly common building material in the period with bricks produced locally from 1840 to 1881. Two of the most outstanding houses of the period are of brick. These are a hip roof double chimney Greek Revival/Italianate house on East Street with cast iron grilles over freize windows in the cornice and a sidehall Greek Revival house on Middle Street whose construction date of 1861 is outlined in raised brick in the end gable.

Institutional: In 1840, the meetinghouse was repaired and remodelled; the present entrance surround, with Greek Revival cornerblocks, dates

from that remodelling. In 1841, a Methodist church was founded and in 1844, the first Methodist church (60' x 42') was built. At least two schools of the period are known to survive. These are District School #1 (1863) and District School #2 (1845). The 1863 school, which has functioned as a fire station since the 1940s, is a brick Italianate structure with a dogtoothed corbelled cornice and raking eave and pilasters. The 1845 school is Greek Revival in style; a frame building, one story in height, it incorporates a simple Doric portico in antis.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Primary axis remained along Manhan River corridor with Westfield and Northampton (New York, New Haven and Hartford) rail line. Attempted trolley line from Easthampton (1901) failed as projected route, but adjacent connections from Westfield-Holyoke made with suburban route to Hampton Ponds (Czelusniak, 1975, p.157).

B. Population:

Southampton's population fluctuated downward, rising and falling by generally small increments between 1870 and 1915. By 1915 the town's population stood at 950, some 209 persons less than 45 years before. By 1905, Southampton's immigrant population, still some eight points short of the county average, numbered Poles (24%) and Germans (22%) among its largest immigrant groups, followed by French Canadians and Irish.

C. Settlement Pattern:

Southampton Center maintained as civic focus with commercial agriculture along Manhan River valley. Suburban expansion from Holyoke with trolley line to Hampton Pond as recreational resort (1901).

D. Economic Base:

Agricultural economy, with one or two small factories -- at Glendale (elastic fabric company, 1881, by an employee of the larger and older Easthampton firm), and at Lyman Pond (Lyman Sheet Metal, stoves, 1894). Beginning in 1894 the City of Holyoke began construction of the first of three water supply reservoirs: Manhan, 1897 (now under Tighe Carmody); White, 1912; and Tighe Carmody, 1955. By 1912 the taking of so much of the Manhan's watershed dried up the potential for small mills in Russellville and elsewhere, and many closed about this time.

With the development of Hampton Ponds on the Westfield line about 1900 by the Woronoco Street Railway and others, that part of Southampton developed as a summer colony.

E. Architecture:

Residential: Perhaps as many as two dozen houses and cottages were

built in the town in the Late Industrial period. Most are located at or near the town center, with examples noted on Route 10, East Street, High Street and Fomer Road. As was true for the Early Industrial period, sidehall plans predominated in the Late Industrial period; the sidehall with a prominent side ell was also common. Most houses exhibit modest Queen Anne details such as turned-post porches, patterned shingles and dormers but a few houses with Stick Style details, including applied stickwork and gable screens were built by prominent local citizens. The Anson Swift House (1884) and the Methodist Parsonage (1883) on East Street are two such examples; both incorporate Stick Style and Eastlake decoration. The finest house of the period is the Edward Swasey House (1900) designed by Northampton architect, Robert F. Putnam. Located off High Street, the Swasey House is a large hip roofed Queen Anne structure with dormered gables on the front and side. After 1901, development of the Hampton Ponds occurred in the southeastern corner of the town and modest one-story summer cottages were built. Most are gable roofed one or two room structures with shingles or novelty siding.

Institutional: Several important institutional buildings were built at the town center around the turn of the century. These include the Town Hall (1904, Crabtree and Cadman), a two-story hip roofed brick building with vernacular Renaissance Revival trim, the Edwards Library (1903), a two story buff brick building and the Southampton Grange (1915, W. P. Crabtree, New Britain, Conn.). The Grange, a gable roofed frame building with an offset square entrance tower is the most ornamental of the three and combines Gothic Revival and Craftsman styling.

Industrial: One of the few remaining industrial buildings in the town is the two-story frame, Lyman Sheet Metal Company factory on Route 10. The Manhan (1897) and White (1912) Reservoirs were established in the period by the City of Holyoke.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Improvement of Manhan River corridor with auto highway designation for Route 10 between Northampton and Westfield with original concrete bridge (1924) at Manhan River and Brickyard Road.

B. Population:

Southampton's population reached its nadir of 814 persons in 1920, though it closed the period as it opened, with 950 persons.

C. Settlement Pattern:

Development of commercial highway activity along Route 10 from Southampton Center to Easthampton, with recreational expansion from Holyoke around Hampton Pond as modest summer resort.

D. Economic Base:

No new industry identified. Major economic activities, however limited, were in dairying, general farming, and lumbering.

E. Architecture:

Residential: Some residential construction took place in the town, particularly along Route 10 in the northern half of the town. Other houses of the 1920s were noted on Gunn and Middle Roads, at Hampton Ponds and at the town center. Almost all of the houses built are simple one and two story Colonial Revival buildings with hip, gable or gambrel roofs. A few incorporate modest Craftsman details

Institutional: Only one institutional building was noted for the period. That is the brick Colonial Revival school standing at the town center opposite the First Congregational Church. A two-story hip roofed building, the school was probably built c.1920 and appears to occupy the site of the Perez Clapp Tavern (c.1788), which burned in 1914.

Commerical: With the exception of a few one-story stores at the town center and a roadhouse on Route 10 at Pomeroy Meadow Road, there was no comercial building in the period. Probably built in the period was a large open-sided barn on Russellville Road at Alder Pond; the structure appears to have been built as part of a small fairground, probably for the purpose of showing livestock.

XI. SURVEY OBSERVATIONS

General: Southampton's inventory adequately records pre-1850 structures, residential and institutional of particular historic or architectural significance. Outstanding later houses are recorded. Emphasis is on buildings located at the town center. Not recorded are industrial, commercial and general residential structures post-dating 1850 or buildings located outside the town center. Further inventory work should document buildings at Russellville and Swanson Corners with area forms for Hampton Ponds.

Industrial: Southampton's survey identified none of the town's industrial resources. Particularly important is the area around Lyman Pond (Lockville), where a canal lock fragment, canal warehouse, tavern, former grist/saw mill, and the Lyman Sheet Metal Company are all located.

XII. SOURCES

Howland, Dorothy Parsons, Country Fare (Southampton, 1969).

Hendrich, T.L., Manhan Silver Lead Mining Co., Hampshire County, Mass., Geological Surveys and Reports (Boston, 1863). Xerox copy in Edwards Library, Southampton.

Parsons, Atherton W., History of Old Houses (Southampton, 1966).

Southampton, Mass. Bicentennial Committee, Bicentennial Souvenir Booklet, 1775-1975 (Southampton, 1975).

Southampton, Newtown on the Manhan: An History of the Town Called Southampton, William F. Czelusniak, comp. (Southampton, 1975).